



Environment Committee

11th September 2017

Title	Draft Mayor's Transport Strategy
Report of	Strategic Director, Environment
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Draft Mayor's Transport Strategy 2017 – London Borough of Barnet: Main Themes Summary Discussion Paper
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Summary

This report contains proposals for the London Borough of Barnet's response to the Draft Mayor's Transport Strategy 2017 consultation. The consultation period is currently underway and therefore it is timely to seek the Committee's views on topics to include in the Authority's response.

Recommendations

1. That Environment Committee discuss the Main Themes Summary Discussion Paper and highlight any other additional areas for consideration that they would like to be included in the final response as representing London Borough of Barnet's position.
2. That the London Borough of Barnet's draft response to the Mayor's Transport Strategy is presented to Policy and Resources Committee on 10th October 2017 for agreement ahead of submission to the Mayor's Office.

1. WHY THIS REPORT IS NEEDED

- 1.1 In June 2017 the Mayor of London issued the draft Mayor's Transport Strategy 2017 for consultation. This is a significant document which outlines the Mayor's intended long-term approach towards transport in London up until 2041. As such this is an important consultation for Barnet and the Authority's long-term transport strategy.
- 1.2 The Mayor's Transport Strategy Draft 2017, will, when finished, form the third Mayor's Transport Strategy. The strategy seeks to support a significant shift in how Londoners travel, and foster a transport system that is sustainable, efficient and can deliver positive health outcomes.
- 1.3 The Mayor's Transport Strategy Draft 2017 document seeks to create a step-change in the way people move around London as a whole, with the focus being on policy change rather than on hard measures and infrastructure schemes.
- 1.4 The document focuses heavily on reducing car-use, and the reasons for this in relation to improving health and facilitating growth are strongly argued.
- 1.5 The document requires boroughs to provide traffic reduction strategies to meet targets, and TfL will monitor progress through the LIP (Local Implementation Plan) process.
- 1.6 The London Borough of Barnet's final consultation response is intended to be approved by Policy and Resources Committee on 10/10/17.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Appendix A sets out the key focuses of the strategy in more detail, with its likely interface with the objectives of the London Borough of Barnet and the challenges the strategy presents to the borough.
- 2.2 The London Borough of Barnet's response is formulated through consultation with various departments and teams within the Council, and we believe that the response addresses all concerns, challenges and positive remarks made during this internal consultation process.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Authority could choose to not respond to the consultation, but this would not be appropriate considering the strategic importance of the Mayor's Transport Strategy and its likely links with the London Borough of Barnet's own forthcoming Long-Term Transport Strategy.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the comments of this committee, the draft response will be refined and then presented to Policy and Resources Committee for consideration and

agreement. The final response will then be formally submitted to the Mayor's office.

- 4.2 A consultation response document will be provided by the Mayor of London once all responses have been reviewed, outlining key themes, further work required by the Mayor, likely amendments to the document and a date for the final document to be published.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

The London Borough of Barnet's response to the consultation supports our position in terms of transport and regeneration objectives for the Borough and are written to support the corporate and performance objectives of the authority in the following areas

- Fairness: By seeking to balance the needs of different groups of residents and providing various modes of transport that provide access to essential services, education and employment.
- Responsibility: By recognising that the existing traditional travel modes within the borough are leading to long term issues with air quality and congestion which means that action must be taken to provide and promote alternative travel modes.
- Opportunity: By making multiple travel modes accessible and practical to all resident groups.

5.1.1 Health and Wellbeing Strategy

The response will also complement the Health and Wellbeing Strategy by promoting and expanding healthy sustainable travel modes, such as walking and cycling.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 Implications are summarised below:

- The need to prepare a LIP 3 document next year is estimated to cost up to £10k however this is included within the Re output spec.
- LIP projects' funding, for capital and revenue transport projects within the borough, could be potentially reduced if we do not accord with the strategy outcomes and objectives required by the emerging Mayor's Transport Strategy. This currently amounts to approximately £4.5-5m per annum.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2012 is not relevant in the context of this report.

5.4 Legal and Constitutional References

5.4.1 Greater London Authority Act 1999 (GLA Act) Part IV Chapter I governs the preparation of a Transport Strategy by the Mayor of London.

5.4.2 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of Committees, Sub-Committees and Partnership Boards) provides that the Environment Committee has specific responsibilities for commissioning Transport and traffic management including agreement of London Transport Strategy.

5.5 Risk Management

5.5.1 The key risk relating to the Mayor's Transport Strategy is that failure to sufficiently comply with the document, and satisfy TfL, would put significant future transport funding at risk.

5.6 Equalities and Diversity

5.6.1 The consultation draft Mayor's Transport Strategy has been subject to an integrated impacts assessment which includes assessment of equalities impacts. In terms of equalities and inclusion the draft was assessed as having a minor to moderate positive effect.

5.7 Consultation and Engagement

5.7.1 Various teams have been consulted in the development of a proposed response to the Mayor's Transport Strategy. This report includes comments from:

- Regeneration
- Public Health
- Environmental Services
- Highways

5.7.2 The draft response has also been shared with Family & Adult Services, and Education for comments and insights.

5.8 Insight

5.8.1 The consultation response sets out information gathered from various departments within the Council, to ensure that there is a corporate response that represents the issues arising for the overall organisation.

6. BACKGROUND PAPERS

- 6.1 A copy of the draft Mayor's Transport Strategy 2017 can be found at the following link: https://consultations.tfl.gov.uk/policy/mayors-transport-strategy/user_uploads/pub16_001_mts_online-2.pdf